

Physical Readiness Training (PRT)



And



Obstacle Course Reference Binder

10 Sep 02

OBSTACLE COURSE HANDBOOK

Purpose: This handbook will provide you with safe and proper techniques and procedures that will assist you as you execute the obstacle course. The information contained herein is not complete. Listen to your flight commander beforehand and your safety observer during execution. Pay attention to what you're reading now and what you're doing when you're on the course.

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EXAMPLE OF STUDENT LINE-UP FOR COMPETITION

SAFETY PROCEDURES:

Purpose: Due to the risk associated with negotiating an obstacle course, safety is paramount. Faculty members have been trained to serve as safety observers for the ASBC obstacle course and any safety instruction issued by a member of the staff should be followed immediately. Failure to follow instructions could result in serious injury. Faculty Safety Observers reserve the right to remove any student from further participation for failure to follow written or verbal safety instructions. This section is intended to direct safety procedures generic to the entire course and not specific to any one obstacle.

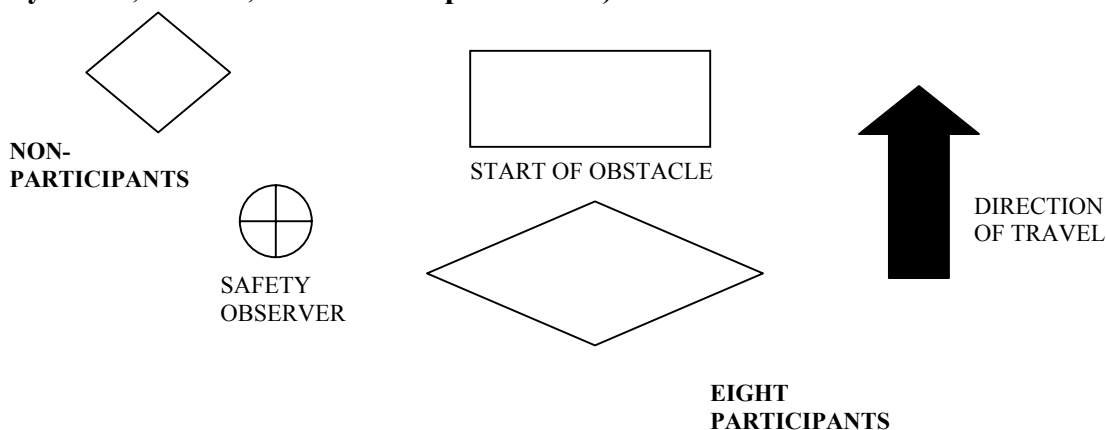
Practice and Execution: Students will visit the course on two different occasions. The first session is a practice to allow students to get familiar with the obstacles and formulate a plan. In the second session, execution, students will implement their plan.

Jewelry and other items: Prior to engaging any obstacles the participants should remove all jewelry, earrings, watches, necklaces, rings, etc. These items can become snagged and result in serious injury while participating in the obstacles. Participants should also remove their cap. Adjust belts such that the buckle is on the backside of the waist. Ensure boots are tightly tied. Pat down the pockets in both blouse and trousers to ensure there are no items stored in these areas. Serviceable uniforms will be used.

Transitions (In and Out of Pits): All students must enter and exit the pits surrounding the obstacles in a controlled manner. Begin and end all obstacles from inside the pit areas. Do not step on the timbers used to construct the pit walls and borders. The weight of the rubber/gravel exerts tremendous pressure. Stepping on them will cause the pit walls to fail over time.

Transitions From Obstacle to Obstacle: After finishing one obstacle and before beginning the next, the flight must make available to the Faculty Safety Observer all individuals not participating. Only the eight participants are to approach the starting area of the obstacle. The flight cannot begin until the Faculty Safety Observer has said so. The faster the flight makes clear to the safety observer that they are in two distinct groups (participants and non-participants) the sooner they can begin. (See diagram below)

There is no limit in practice to the number of students that may attempt each obstacle. In practice student spotters will be used on most of the obstacles, whereas in competition students will only be utilized on the difficult obstacles (The Tough One, The Dirty Name, Tarzan, and The Jump and Land).



Motivation: While motivation and encouragement of flight members is permitted, students should ensure the noise level does not preclude the flight's ability to hear instructions issued by the Faculty Safety Observer.

EXECUTION/GUIDANCE:

Execution : This course is executed for a timed score. Students should move quickly between obstacles, however, all obstacles will be executed in a controlled manner. Students are considered to be executing the obstacle from the moment they enter the pit until the moment they exit the pit after completing the obstacle or when exiting the obstacle after failing to negotiate the obstacle. Each student will be given **one** attempt to complete the obstacle. There will be no redo or restart of an obstacle. The Faculty Safety Observer will determine excessive risk-taking or failure to maintain a controlled manner for each obstacle.

Flights will not begin executing the course until instructed to do so by the course monitor/starter. While executing the course, students may not proceed to the next obstacle until all flight members have completed the previous obstacle. When proceeding to the next obstacle, those students not scheduled to participate in that particular obstacle should proceed to the side and to the rear of the obstacle where the Faculty Safety Observer is standing. This is to help the Faculty Safety Observer identify the student safety spotters. Once at the next obstacle, listen to the instructions of the Safety Observer. Position the flight according to instructions. Wait until you are told to begin by the Safety Observer.

Student safety spotters **will not** assist flight members negotiating the obstacle for any reason other than safety. The eight students negotiating the obstacle may lend assistance to each other, provided the instructions for the obstacle does not prohibit student assistance. Students engaged in the obstacle will not violate any written instructions or guidance issued by the safety observer. *Any assistance is subject to umpire and safety observer scrutiny to ensure the obstacle is being done as intended and in a safe manner.*

Color-Coding: Throughout the course, colors are used on the obstacles to provide guidance while negotiating the obstacle. Those colors are red, blue and yellow.

RED: indicates that, while traversing that portion of the obstacle, the individual's head must be in the direction of the red color. This generally exists in areas where two individuals may be in the same area and could potentially kick the other in the head or upper body.

BLUE: indicates a starting or stopping point for the obstacle. When blue coloring is present, the individual's first point of contact with the obstacle and last point of contact with the obstacle must be in those locations.

YELLOW: indicates a potential hazard. Yellow areas must never be touched while executing the obstacle. These areas are primarily located in areas where heavy pieces of the obstacle, such as logs or beams, are free-moving and could potentially injure a hand or foot in that area.

Flights not participating: Any flight that is not actively executing the course (i.e. waiting to start or having already completed the course) should remain in the area around their assigned sun shelter. It is important that students remain in this area due to the number of personnel within the boundaries of the course. Excessive personnel moving in the areas outside of the shelters, and especially around the obstacles may distract or interfere with students negotiating the course and may also detract from the staff's ability to monitor the course for safety. If, for any reason, a student needs to leave the assigned sun-shade (i.e. bathroom, minor injury, etc), use caution for flights executing the course and do not loiter in the vicinity of an obstacle. Any interference or distractions caused by students not executing the course to flights engaged in the course is grounds for dismissal from the obstacle course.

Penalties: There are two types of penalties that can be assessed during the performance of an obstacle: minor and major. The assessment of either of these penalties will result in a time penalty that will add to a flight's total time. The time amount of the penalties is not disclosed to students.

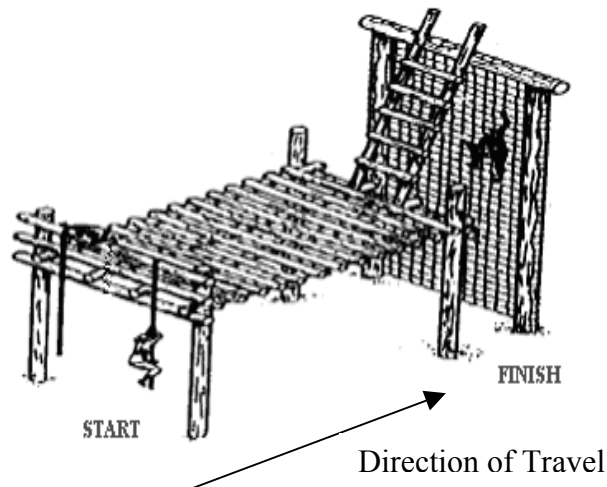
Major: If the participant does not complete the obstacle or decides to skip the obstacle the flight will be assessed a major penalty. Participants receive **one** attempt at each obstacle. The obstacle must be completed as stated in the OBSTACLE SPECIFIC INSTRUCTIONS.

Minor: If the participant fails to adhere to the color-coding explained above or makes a substitution from their submitted lie-up of participants per obstacle the flight will be assessed a minor penalty.

OBSTACLE SPECIFIC INSTRUCTIONS:

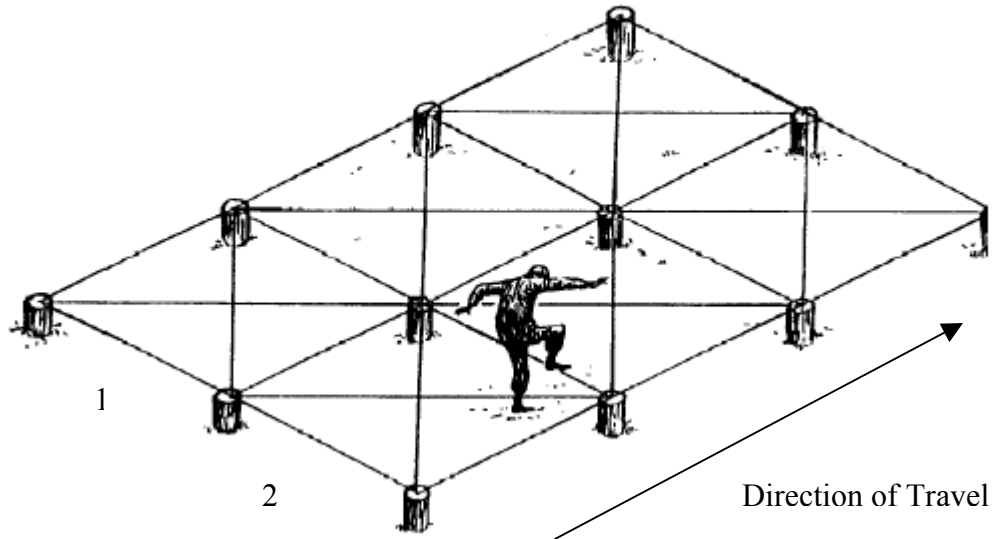
All instructions are the same for practice and competition. Penalties only apply during competition.

OBSTACLE NO. 1 - THE TOUGH ONE “Difficult”



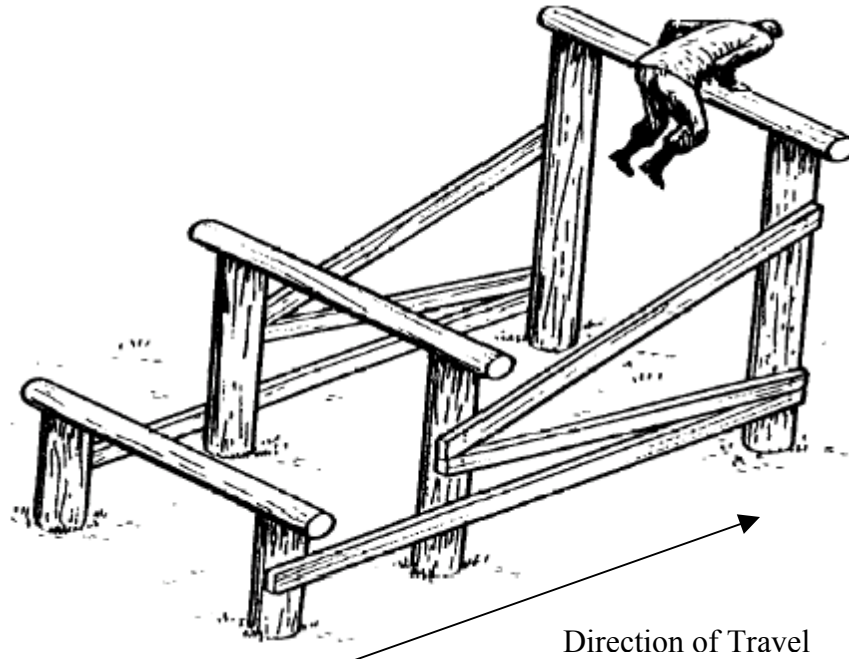
- 1. Completing the Obstacle:** First climb the straight, knotted ropes at the beginning of the obstacle and then **over** the top rail. After negotiating the top rail, students should then proceed across the center of the suspended bridge to the ladder. **The horizontal ropes are not handrails; stay to the center of the suspended bridge.** Climb the ladder and move towards the ropes. Use the nearest rope adjacent to the cargo net to make the transition onto the net then climb down the net. **DO NOT** rappel down OR slide down the rope. Upon reaching the landing pit, students must immediately exit the pit. **Students may not assist each other at any time on this obstacle!**
- 2. Penalties:** Penalties will be assessed for either of the two following reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction.
- 3. Additional Ground Rules:** Only one student may climb each rope at a time. Do not enter the pit until the rope they intend to use is clear. Only one student may climb the ladder at a time. A maximum of one student is allowed in either lane of the cargo net at a time.
- 4. Safety Considerations:** The distance from bottom to top at the cargo net is significant. The flight members must be sure of their grip when negotiating this part of the obstacle. The flight members must also be careful when going across the suspended bridge. There is sufficient space for the flight members to fall through these beams to the safety fencing below. The flight members should not hesitate to advise the faculty safety observer if they are experiencing excessive difficulty with the obstacle

OBSTACLE NO. 2 - TANGLE FOOT
“Easy”



1. **Completing the Obstacle:** The flight members must select a lane and step into each section in that lane.
2. **Penalties:** Penalties will be assessed for either of the following reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction.
3. **Additional Ground Rules:** There are no restrictions on the number of flight members allowed on the obstacle at the same time.
4. **Safety Considerations:** The flight member could trip over the ropes and possibly fall to the ground or onto one of the support posts. The flight member can safely complete this obstacle by ensuring a high step through each section in that lane.

OBSTACLE NO. 3 - THE DIRTY NAME
“Difficult”



1. **Completing the Obstacle:** The flight member must mount the lower log and jump to or reach higher logs in succession. The flight member must then go over the top log and drop to the ground. **Students may not assist each other at any time on this obstacle!**
2. **Penalties:** Penalties will be assessed for either of the following reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction.
3. **Additional Ground Rules:** No more than one flight member is allowed on the obstacle at the same time.
4. **Safety Considerations:** If a flight member fails to gain sufficient height when jumping from the second tier to the top log, the flight member could strike the chest or fall back striking the first log. Therefore, care must be exercised. No faculty or student should be in the safety pit while an individual is negotiating the obstacle.

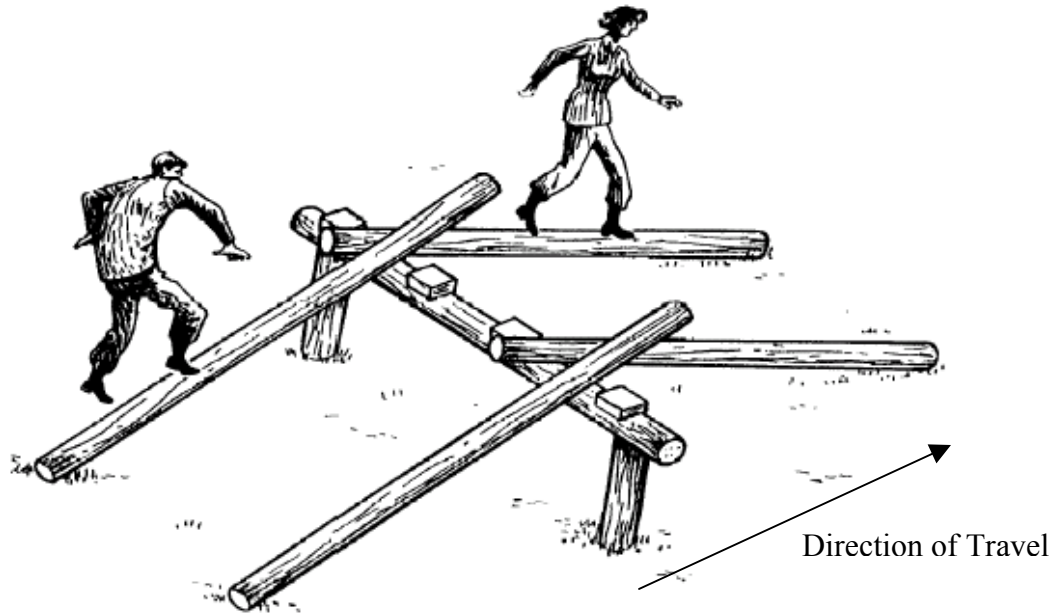
OBSTACLE NO. 4 - ISLAND HOPPER
“Easy”



1. **Completing the Obstacle:** The flight member must **STEP** from one log to another, from start to finish, without falling to the ground.
2. **Penalties:** Penalties will be assessed for either of the following reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction.
3. **Additional Ground Rules:** If a flight member falls from a log before completing the obstacle, that flight member will discontinue the obstacle and exit the pit immediately. Only those flight members negotiating the obstacle are allowed in the pit. Safety observers and those who have completed the obstacle will remain outside. There is no maximum number of students allowed on the obstacle at a given time.
4. **Safety Considerations:** If a flight member tries to negotiate this obstacle too fast, loss of balance and falling off the log may occur and result in an injury. Students must also maintain awareness of the position of other flight members negotiating the obstacle.

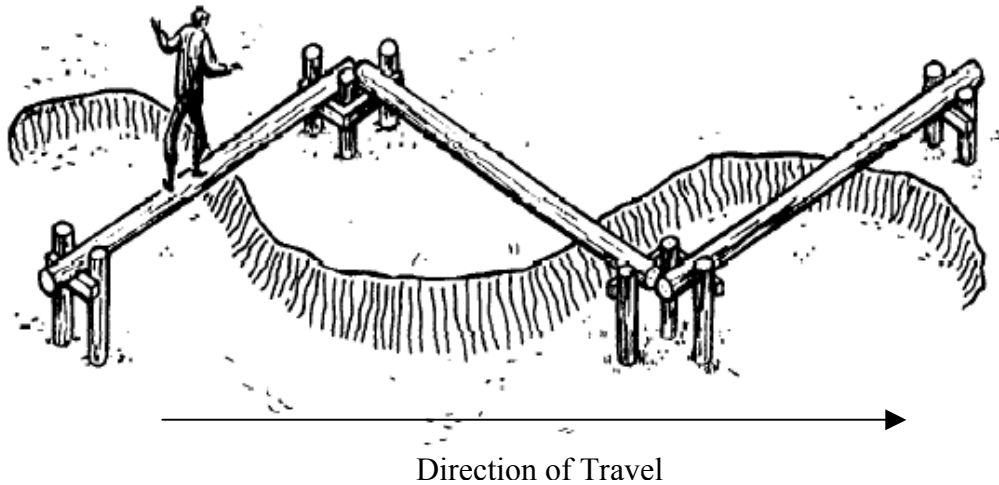
OBSTACLE NO. 5 - EASY BALANCER

“Easy”



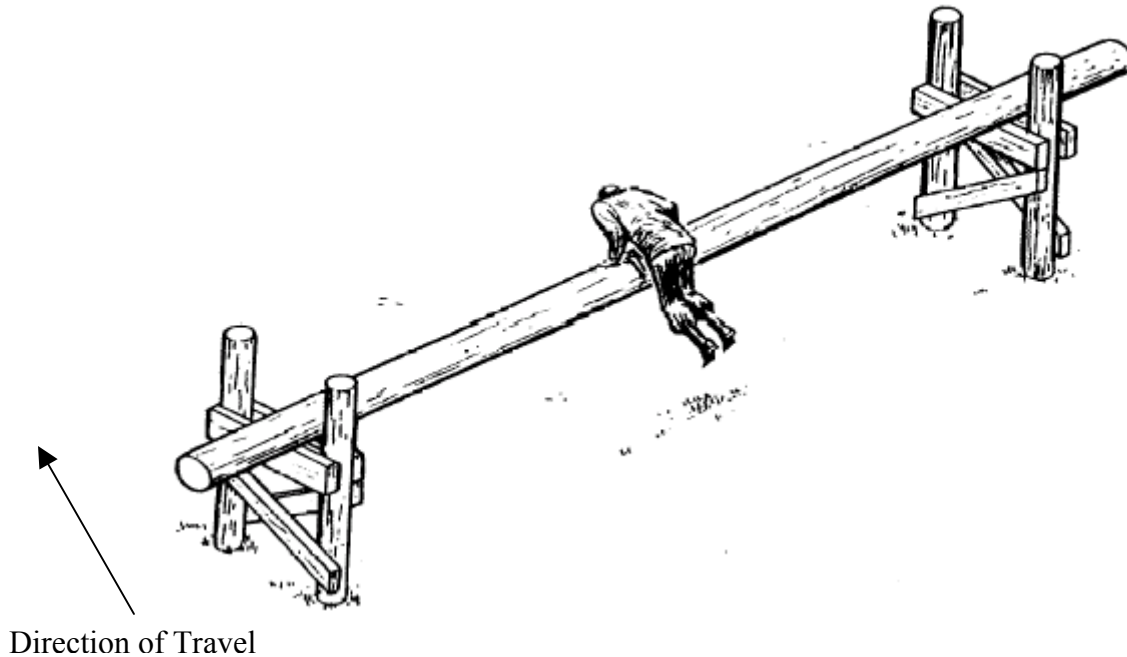
1. **Completing the Obstacle:** The flight member must proceed up one inclined log and down another on the opposite side to the ground without falling to the ground. Hands may not be used to touch logs while negotiating the obstacle.
2. **Penalties:** Penalties will be assessed for either of the following reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction.
3. **Additional Ground Rules:** Only one flight member may occupy any log at a given time. If a flight member falls from a log before completing the obstacle, that flight member will discontinue the attempt.
4. **Safety Considerations:** The title of this obstacle is misleading because the logs at each side are at a steep grade that could cause loss of balance. The logs are also designed to roll in either direction. The flight member could fall to the ground or strike the horizontal log.

OBSTACLE NO. 6 - BALANCING LOGS
“Medium”



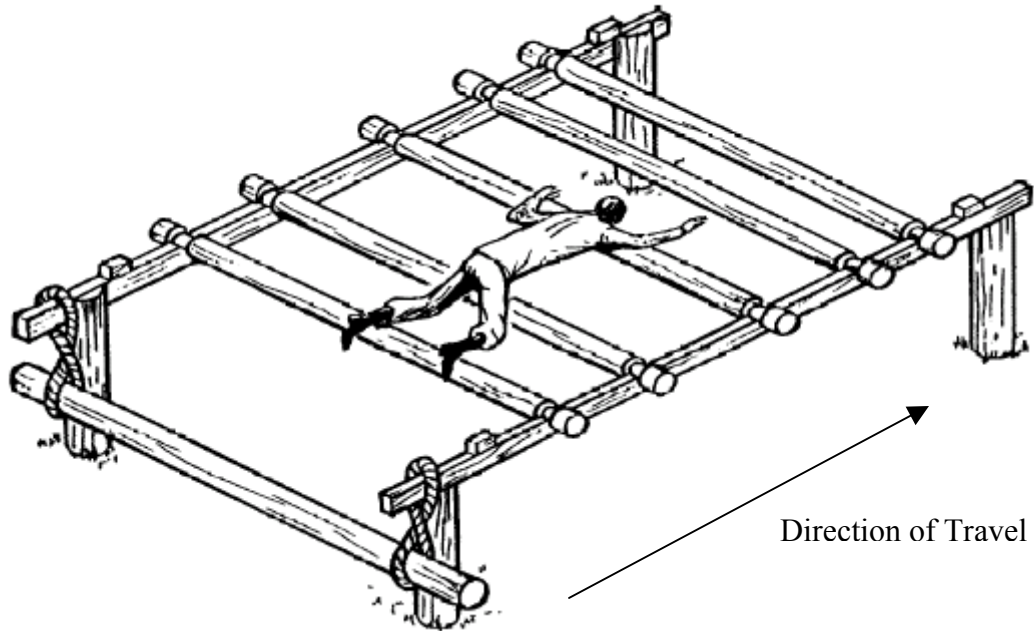
1. **Completing the Obstacle:** The flight member must proceed along the three logs without falling to the ground. After mounting the obstacle, hands may not be used to touch logs.
2. **Penalties:** Penalties will be assessed for either of the following reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction.
3. **Additional Ground Rules:** There are no restrictions on the number of flight members allowed on the obstacle at the same time.
4. **Safety Considerations:** If the flight member does not retain balance, a fall to the ground could occur. Use extra caution when transitioning between logs. Should a flight member step into a joint, a foot or leg could become lodged in that area, causing serious injury should that individual fall.

OBSTACLE NO. 7 - THE BELLY BUSTER
“Medium”



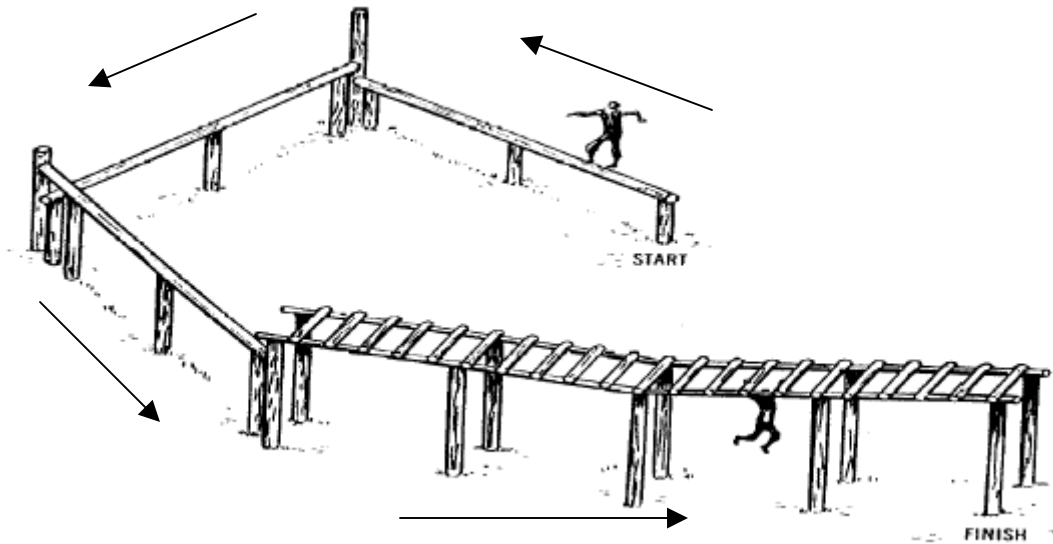
1. **Completing the Obstacle:** The flight member must vault, jump or climb over the horizontal log.
2. **Penalties:** Penalties will be assessed for either of the following reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction.
3. **Additional Ground Rules:** No more than two flight members may negotiate this obstacle at any given time.
4. **Safety Considerations:** If the flight member does not gain the necessary height to go over the horizontal log, the flight member could strike his/her chest. When two flight members are negotiating the obstacle, care should be taken not to contact each other in a manner that might cause injury.

OBSTACLE NO. 8 - BELLY ROBBER
“Medium”



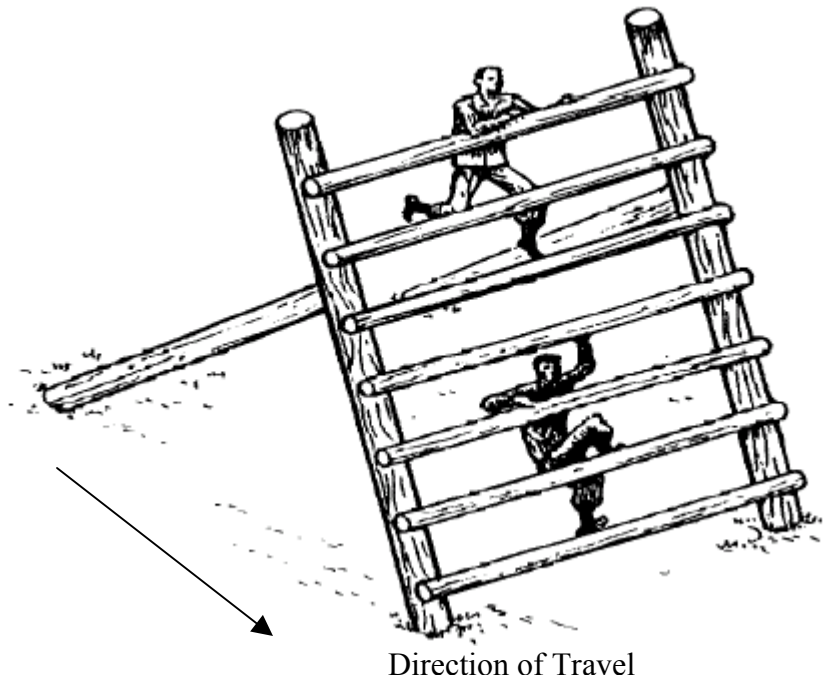
1. **Completing the Obstacle:** The flight member must step on the lower log at the entry point of the obstacle and belly crawl over all remaining logs without falling to the ground. Flight members must negotiate the obstacle on their belly.
2. **Penalties:** Penalties will be assessed for either of the following reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction.
3. **Additional Ground Rules:** The flight member must roll the last log to touch at least one of the two restricting blocks at the exit point of the obstacle before dismounting the obstacle. If a member falls off, that flight member is finished on this obstacle.
4. **Safety Considerations:** No more than two flight members are allowed on any single log at the same time. If the flight member fails to reach or crawl to succeeding logs, a fall to the ground could possibly occur. These logs ARE NOT stationary. When multiple flight members are negotiating the obstacle, subsequent flight members should be aware of the actions of those ahead of them.

OBSTACLE NO. 9 - THE TARZAN “Difficult”



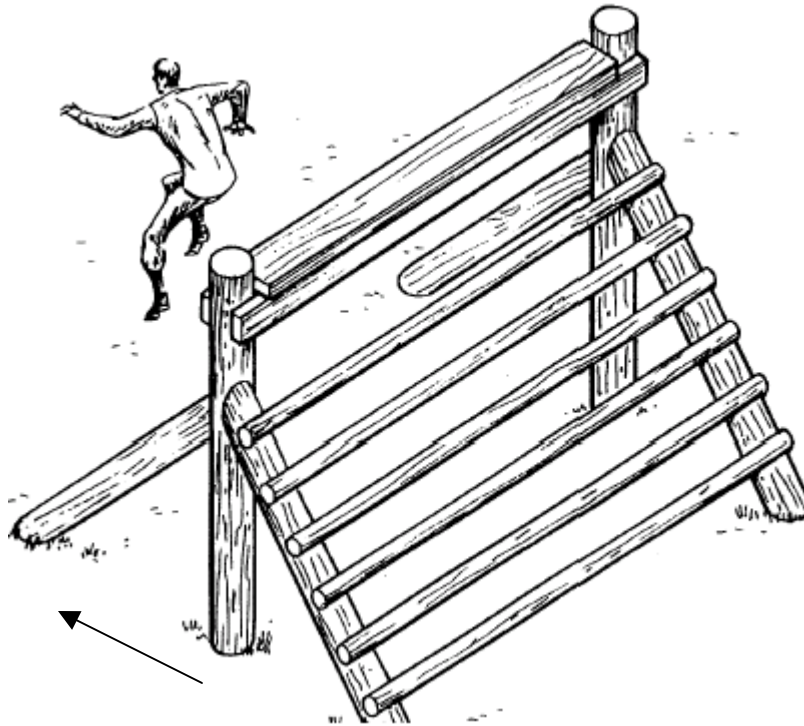
1. **Completing the Obstacle:** The flight member must mount the lower beam and proceed across the length of it and each successive higher beam until reaching the horizontal ladder without falling to the ground. Upon reaching the bars, the flight member must stand on the lower step before proceeding. Then, hanging by the hands, the flight member must negotiate the underside of the ladder to the end without falling to the ground. **Students may not assist each other at any time on this obstacle!**
2. **Penalties:** Penalties will be assessed for either of the following reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction.
3. **Additional Ground Rules:** Flight members must utilize the steps at the end of the bars to descend from the obstacle.
4. **Safety Considerations:** If a flight member does not keep his or her balance on the beams to the horizontal ladder, an injury could occur when falling to the ground. The bars of the horizontal ladder are stationary and do not turn with the swing of the flight member.

OBSTACLE NO. 10 - REVERSE CLIMB
“Medium”



1. **Completing the Obstacle:** The flight member must climb the inclined ladder from the under side, go over the top beam, and then go down the opposite side to the ground feet first. Only two flight members may negotiate this obstacle at any given time. Furthermore, only one student may utilize each lane at any given time. The subsequent student may not begin until the preceding flight member (in their lane) has stepped off the obstacle.
2. **Penalties:** Penalties will be assessed for either of the following reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction.
3. **Additional Ground Rules:** Flight members must touch all steps on this obstacle, both climbing and descending. If a member falls off that member is finished with that obstacle.
4. **Safety Considerations:** The flight member may lose his/her balance or grip on the starting point and fall backward to the ground. Further, when going down the opposite side of the obstacle, the flight member could slip off a rung, become entangled.

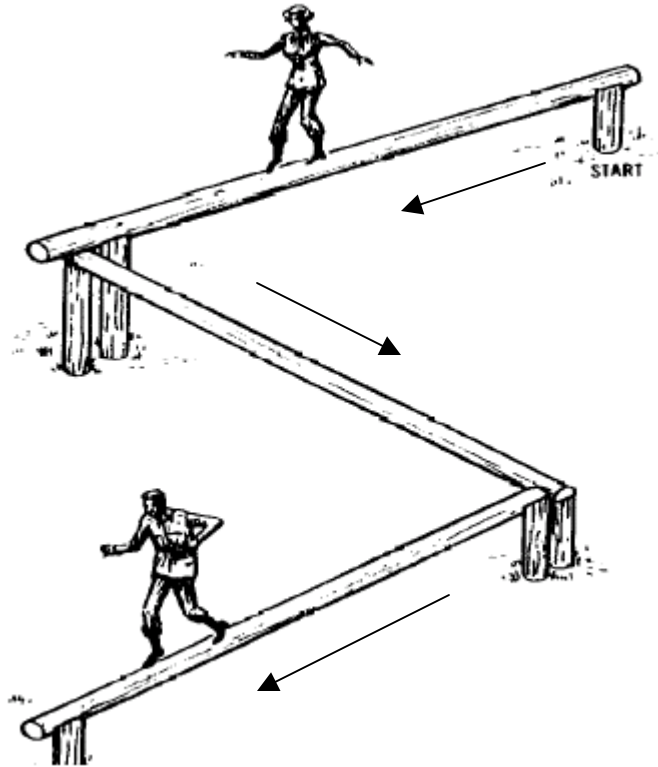
OBSTACLE NO. 11 - JUMP AND LAND
“Difficult”



Direction of Travel

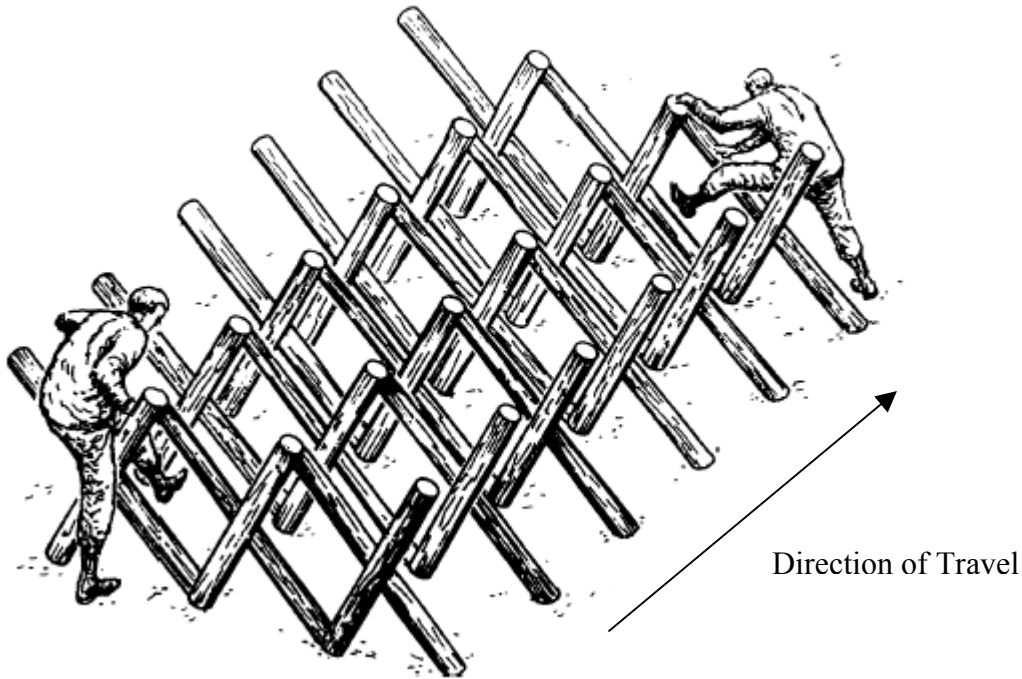
1. **Completing the Obstacle:** The flight member must touch each step while climbing the inclined ladder to the top platform. Then, with both feet on the top platform, jump to the ground. Flight members must jump from a standing position. Only two flight members may negotiate this obstacle at any given time. Furthermore, only one flight member may utilize each lane at any given time. Subsequent flight members may not begin the obstacle until the preceding flight member in his/her lane has jumped from the platform.
2. **Penalties:** Penalties will be assessed for either of the following reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction.
3. **Additional Ground Rules:** N/A
4. **Safety Considerations:** When the flight member goes up the ladder, the foot could slip off a beam causing the flight member to become entangled and incur serious injury.

OBSTACLE NO. 12 - THE WALK ACROSS "Easy"



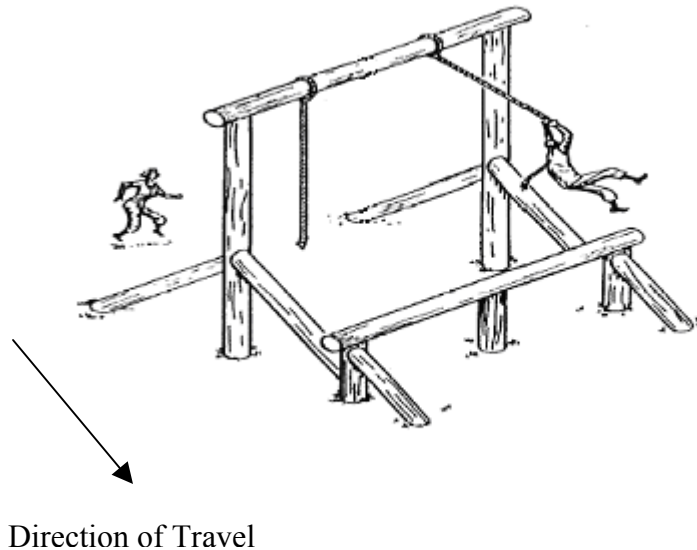
1. **Completing the Obstacle:** The flight member must proceed along the three logs without falling to the ground. After mounting the obstacle, hands may not be used to touch the logs.
2. **Penalties:** Penalties will be assessed for either of the following reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction.
3. **Additional Ground Rules:** If a flight member falls off, that flight member is finished on this obstacle. There are no restrictions on the number of flight members allowed on the obstacle at the same time.
4. **Safety Considerations:** If the flight member does not retain balance, a fall to the ground could occur. Use extra caution when transitioning between logs.

OBSTACLE NO. 13 - THE TOUGH NUT
“Medium”



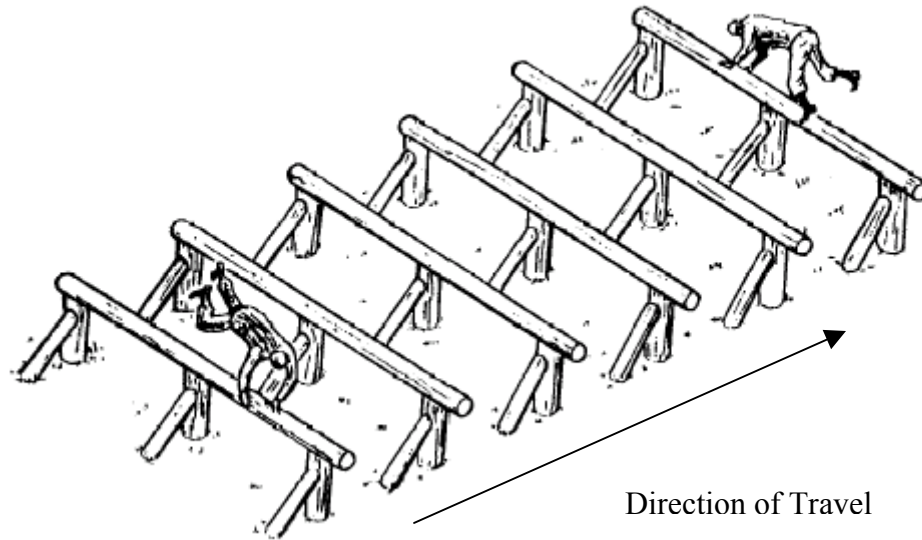
1. **Completing the Obstacle:** Flight members may use their hands to assist in stepping through the obstacle. Although competitors may step on the “Xs” in order to negotiate the obstacle, at least one foot must touch the ground between each row.
2. **Penalties:** Penalties will be assessed for either of the following reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction.
3. **Additional Ground Rules:** There are no restrictions on the number of flight members allowed on the obstacle at the same time.
4. **Safety Consideration:** If a flight member does not step high enough over each “X” portion, a groin, leg, knee or facial injury may occur. Flight members must be aware of others on the obstacle.

OBSTACLE NO. 14 - SWING, STOP, AND JUMP
“Easy”



1. **Completing the Obstacle:** The flight member must grasp a rope, swing the body forward, and land with both feet on top of the log, come to a stop and then jump to the ground. Both hands must be on the rope during the swing portion of negotiating this obstacle. While a short run is required to grasp the rope, flight members must maintain control. Only one flight member may be on the rope at any time. Subsequent flight members may not grasp the rope until the preceding flight member jumps into the pit. Only two flight members may negotiate this obstacle at any given time. Furthermore, only one flight member may utilize each lane at any given time.
2. **Penalties:** Penalties will be assessed for either of the following reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction.
3. **Additional Ground Rules:** N/A
4. **Safety Considerations:** A flight member may not gain the necessary momentum when swinging the body to the log. Not enough momentum may result in the shin, back or leg striking the log, while too much momentum could cause the flight member to overshoot and strike the log on the backward movement. Also, the flight member could lose his/her grip on the ropes and strike the adjacent support braces. **Use two hands on the rope.**

OBSTACLE NO. 15 - SIX VAULTS
“Medium”



1. **Completing the Obstacle:** The flight member must vault or climb over each log. Subsequent flight members should not proceed over the next log until the landing zone ahead has been cleared by the preceding flight member.
2. **Penalties:** Penalties will be assessed for either of the following reasons: (1) Not adhering to any existing color-coding (2) Failure to negotiate the obstacle as described within this instruction.
3. **Additional Ground Rules:** There are no restrictions on the number of flight members allowed on the obstacle at the same time.
4. **Safety Considerations:** This obstacle has a minimum safety risk. If a flight member does not gain sufficient height a groin, leg, or knee injury may occur. Flight members should maintain lane integrity.

Example of Student Line-Up for Competition

	OBSTACLE NUMBER														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Student 01	X								X	X	X	X	X	X	X
Student 02	X	X								X	X	X	X	X	X
Student 03	X	X	X								X	X	X	X	X
Student 04	X	X	X	X								X	X	X	X
Student 05	X	X	X	X	X								X	X	X
Student 06	X	X	X	X	X	X								X	X
Student 07	X	X	X	X	X	X	X								X
Student 08	X	X	X	X	X	X	X	X							
Student 09		X	X	X	X	X	X	X	X						
Student 10			X	X	X	X	X	X	X	X					
Student 11				X	X	X	X	X	X	X	X				
Student 12					X	X	X	X	X	X	X	X			
Student 13						X	X	X	X	X	X	X	X		
Student 14							X	X	X	X	X	X	X	X	
Student 15								X	X	X	X	X	X	X	X

- Matrix shows a possible line-up for a 14 student flight
- Each student has to participate in at least eight obstacles
- Eight students must participate in each obstacle

